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AUTOMOBILE, MOTOR-TRUCK AND MOTOR-CYCLE STREET ACCIDENTS IN CHICAGO.

BY HORACE SECRIST, *Northwestern University.*

In this study of automobile, motor-truck and motor-cycle street accidents in Chicago for the four months, April, July and November, 1918, and January, 1919, data copied from the police records have been employed.*

The facts used in this study were transcribed directly from these reports on to cards. It was necessary to scrutinize the entire record for each month, inasmuch as the reports are filed alphabetically after having been used in the listing process adopted by the police office. How many accidents of the type under consideration were omitted, because of the peculiar way in which the reports are filed, it is impossible to say, but undoubtedly the number would not be more than 1 per cent. There is some occasion also for error in the transcription process, but this is not large. Moreover, these data include only the reports sent in by the Police Department of the city of Chicago, and do not include those accidents occurring in the South Park, West Park and Lincoln Park areas.

No attempt was made to compare the classification as to the cause of the accident, report by report, with that used by the police. However, the blanks reporting accidents resulting in fatalities were specially marked, and for this group the identity of the classification is complete.

The virtue of the data, however, does not primarily consist in their inclusiveness, but rather in their comparative aspects. It is this side of the problem which is given primary stress in the following analysis.

Figures furnished the writer by the Police Department for 1918 show a total of 5,168 automobile, motor-truck and motor-cycle accidents, 302 of which were fatal, and 4,866, non-fatal. Relatively, the relationship between the fatal and the non-

* The original data were secured and the preliminary analysis made by Miss Evelyn Meyer, one of the author's students at Northwestern University. The writer is under obligation to Miss Meyer for her careful and painstaking work in handling the details.

fatal accidents for the entire year as thus reported stands as 5.8 to 94.2. For the three months of 1918—April, July and November—considered in this study, the relationship stands as 5.9 to 94.1. The three months' record, for both the fatal and the non-fatal accidents, bears the following relationship to the total for the year: fatal, 19.2* per cent.; non-fatal, 19.1* per cent.

I. FATAL AND NON-FATAL ACCIDENTS.

For the period covered in this study eleven hundred and ninety-six automobile, motor-truck and motor-cycle accidents occurred. Of these, sixty-eight were fatal,† and eleven hundred and twenty-eight non-fatal. The number and per cent. distributions by months are given in the following table:

TABLE I.

TABLE SHOWING THE NUMBER AND PER CENT. DISTRIBUTION OF FATAL AND NON-FATAL ACCIDENTS BY MONTHS.

Months	Total			Fatal			Non-fatal		
	Number	Per cent.		Number	Per cent.		Number	Per cent.	
Total.....	1196	100.0	100.0	68	100.0	5.7	1128	100.0	94.3
April, 1918....	277	23.2		16	23.5		261	23.1	
Per cent.			100.0			5.8			94.2
July, 1918....	308	25.8		13	19.1		295	26.2	
Per cent.			100.0			4.2			95.8
November 1918	401	33.5		29	42.6		372	33.0	
Per cent.			100.0			7.2			92.8
January, 1919.	210	17.5		10	14.8		200	17.7	
Per cent.			100.0			4.8			95.2

For the four months as a total, one accident in seventeen was fatal; for April, one in sixteen; July, one in twenty-three; November, one in thirteen; January, one in twenty. If the number of fatal accidents in April, 1918, be taken as one hundred, the months of July, November, 1918, and January, 1919, are respectively 81.2, 181.2, 62.5. Relatively, month by month, the number of fatal accidents differs considerably,

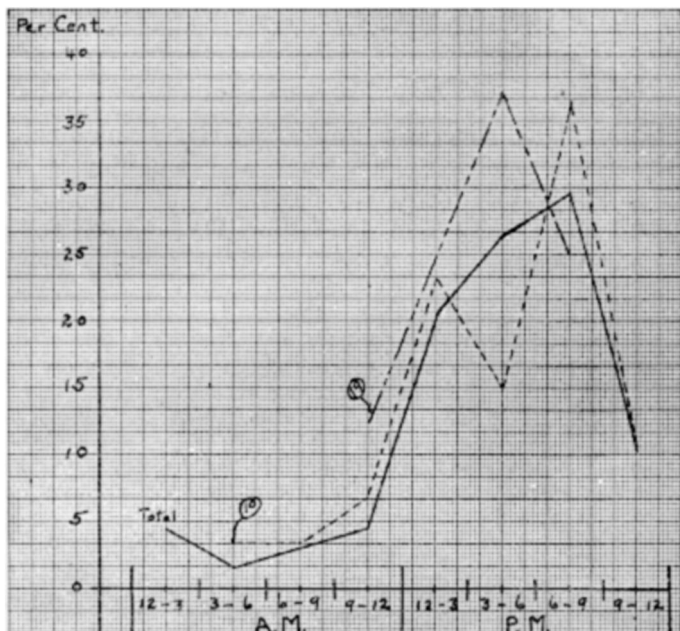
* This per cent. is distinctly too low, as the proportion attributable to a three months' period—if the figures furnished by the Police Department for 1918 are accepted as correct, and if the assumption is made that these months are quantitatively representative.

† By a fatal accident, according to the interpretation put upon the reports by the Police Department, is meant any accident resulting immediately in death, or which is later reported as fatal at the time of the coroner's inquest.

but as a proportion of all accidents it constitutes a stable factor.

GRAPH 1.

GRAPH SHOWING THE PER CENT. DISTRIBUTION OF FATAL ACCIDENTS BY MAJOR CAUSES* AND BY TIME OF THE DAY.



II. FATAL ACCIDENTS.†

During the four months under consideration, sixty-eight fatal accidents occurred. Thirty, or 44.1 per cent., were due to cause ten—"struck by automobile"; thirteen, or 19.1 per cent. to causes nineteen and twenty—"struck or run over by auto-truck"; and the balance, twenty-five, or 36.8 per cent. to other causes.‡ Of the sixty-eight, fifty-nine, or 86.8 per cent.

* See note to Table 5.

† For meaning, see note †, page 513.

‡ Seven accidents from automobile struck by street car; 2 accidents from collisions of automobiles; 1 accident from motor-cycle struck by automobile; 6 accidents—run over by automobile; 1 accident—struck by motor-cycle; 1 accident—falling or thrown from automobile; 1 accident—hitching on automobile; 1 accident—auto-truck and automobile; 1 accident—auto-truck and motor-cycle; 1 accident—auto-truck and street car; 1 accident from skidding; 2 accidents—automobile running into structure.

occurred in the p. m., hours 12 to 12, and nine, or 13.2 per cent. occurred in the a. m., hours 12 to 12. Of the fifty-nine occurring in the p. m. hours, fourteen, or 23.7 per cent., happened between 12 and 3 p. m.; eighteen, or 30.5 per cent., between 3 and 6 p. m.; twenty, or 33.9 per cent., between 6 and 9 p. m. Of the nine occurring in the a. m. hours, three, or 33.3 per cent., happened between 12 midnight and 3 a. m. The above and other relations are set out in Tables II and III and in Graphs 1 and 2.

TABLE II.

TABLE SHOWING FATAL ACCIDENTS CLASSIFIED BY CAUSE AND HOUR OF THE DAY.

Hourly Groups	Fatal Accidents									
	Total		Cause 10*		Cause 19*		Cause 20†		Other	
	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.
Total	68	100.0	30	100.0	8	100.0	5	100.0	25	100.0
A. M.										
12 to 3	3	4.4	..	....	..	....	..	....	3	12.0
3 to 6	1	1.5	1	3.3	..	....	..	....	..	....
6 to 9	2	2.9	1	3.3	..	....	..	....	1	4.0
9 to 12	3	4.4	2	6.7	1	12.5	..	....	..	....
P. M.										
12 to 3	14	20.6	7	23.3	2	25.0	..	....	5	20.0
3 to 6	18	26.5	5	16.7	3	37.5	2	40.0	8	32.0
6 to 9	20	29.4	11	36.7	2	25.0	3	60.0	4	16.0
9 to 12	7	10.3	3	10.0	..	....	..	....	4	16.0

* See note to Table V.

† Run over by auto-truck.

TABLE III.

TABLE SHOWING RELATIONSHIP OF FATAL ACCIDENTS OCCURRING IN THE A. M. HOURS TO THOSE OCCURRING IN THE P. M. HOURS.

Hourly Groups	Fatal Accidents	
	Number	Per cent.
Total	68	100.0
A. M.	9 *	100.0 13.2
12 to 3	3	33.3
3 to 6	1	11.1
6 to 9	2	22.3
9 to 12	3	33.3
P. M.	59	100.0 86.8
12 to 3	14	23.7
3 to 6	18	30.5
6 to 9	20	33.9
9 to 12	7	11.9

GRAPH 2.

GRAPH SHOWING THE PER CENT. DISTRIBUTION CUMULATIVELY OF BOTH FATAL AND NON-FATAL ACCIDENTS BY TIME OF THE DAY.

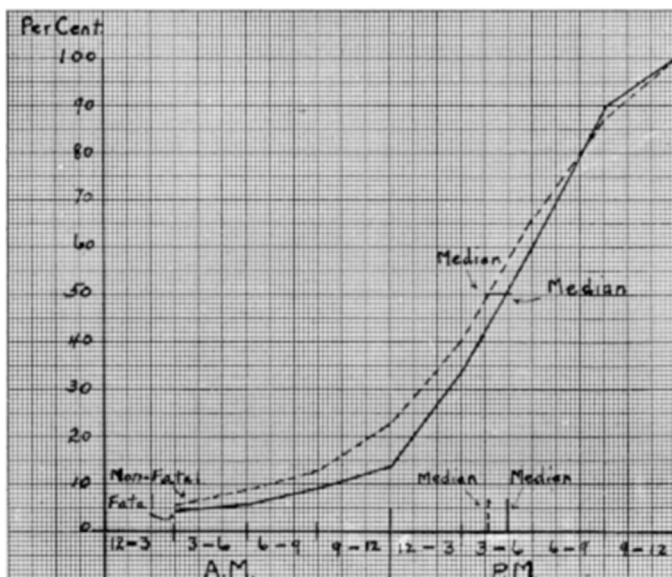


TABLE IV.

TABLE SHOWING FATAL ACCIDENTS BY DAYS AND BY THE A. M. AND P. M. HOURS.

Days	Total			A. M.			P. M.		
	Number	Per cent.		Number	Per cent.		Number	Per cent.	
Total.....	68	100.0	100.0	9	100.0	13.2	59	100.0	86.8
Sunday.....	4	5.9	100.0	1	11.1	25.0	3	5.1	75.0
Monday.....	18	26.5	100.0	..	....	....	18	30.5	100.0
Tuesday.....	9	13.2	100.0	3	33.3	33.3	6	10.2	66.7
Wednesday....	11	16.2	100.0	1	11.1	9.9	10	16.9	90.1
Thursday.....	12	17.6	100.0	2	22.3	16.6	10	16.9	83.4
Friday.....	3	4.4	100.0	..	....	....	3	5.1	100.0
Saturday.....	11	16.2	100.0	2	22.2	18.2	9	15.3	81.8

In Table IV the fatal accidents are distributed by the a. m. and p. m. hours, for the days of the week for the four-month period. The per cent. distribution by hours and by days is also included.

III. NON-FATAL ACCIDENTS.

During the four months under consideration, one thousand one hundred and twenty-eight non-fatal automobile, motor-truck, and motor-cycle accidents occurred. These were distributed as a total by months as shown in Table I. By major causes the distribution is shown in Table V.

TABLE V.
TABLE SHOWING DISTRIBUTION OF NON-FATAL ACCIDENTS BY PRINCIPAL CAUSES.

Causes*	Non-fatal Accidents			
	Number		Per cent.	
Total.....	1128		100.0	
10.....	595	855	52.7	75.8
5.....	101		9.0	
9.....	88		7.8	
1.....	71		6.3	
others.....	273	273	24.2	24.2

* Cause 10—Struck by automobiles.
Cause 5—Collision of automobiles.
Cause 9—Run over by automobiles.
Cause 1—Automobiles struck by cars.

A single cause, number 10—struck by automobile—is responsible for 52.7 per cent. of the non-fatal accidents; while four causes, numbers 10, 5, 9, and 1, covers 75.8 per cent. of all the instances. The “other” causes, responsible for 24.2 per cent. of the accidents are distributed over twenty-nine captions.

The accidents by main causes are distributed by months in Table VI.

TABLE VI.
TABLE SHOWING NON-FATAL ACCIDENTS DISTRIBUTED BY MONTHS AND BY CAUSES.

Months	Causes*											
	Total		10		5		19		1		Other	
	Number	Per cent.	Number	Per cent.	Number	Per cent.	Number	Per cent.	Number	Per cent.	Number	Per cent.
Total.....	1128	100.0	595	100.0	101	100.0	88	100.0	71	100.0	273	100.0
April, '18.....	261	23.1	134	22.5	19	18.8	18	20.5	13	18.3	77	28.2
July, '18.....	295	26.2	139	23.4	32	31.7	26	29.5	10	14.1	88	32.2
November, '18.....	372	33.0	209	35.1	33	32.7	19	21.6	29	40.8	82	30.1
January, '19.....	200	17.7	113	19.0	17	16.8	25	28.4	19	26.8	26	9.5

* See note to Table V.

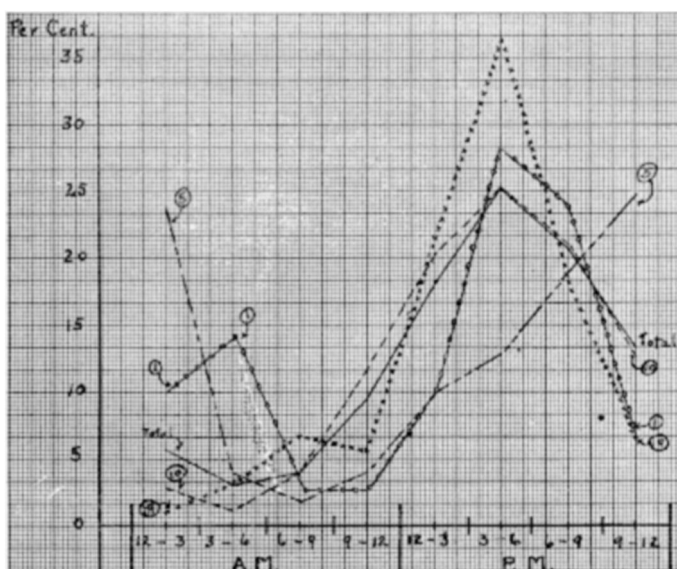
TABLE VII.

TABLE SHOWING NON-FATAL ACCIDENTS CLASSIFIED BY PRINCIPAL CAUSES AND HOURLY GROUPS.

Hourly groups	Specific Causes*									
	Total		10		5		19		1	
	Number	Per cent.	Number	Per cent.	Number	Per cent.	Number	Per cent.	Number	Per cent.
Total.....	855	100.0	595	100.0	101	100.0	88	100.0	71	100.0
A. M.										
12-3.....	49	5.7	17	2.9	24	23.8	1	1.1	7	9.9
3-6.....	27	3.2	10	1.7	4	4.0	3	3.4	10	14.1
6-9.....	34	4.0	24	4.0	2	2.0	6	6.8	2	2.8
9-12.....	82	9.6	71	11.9	4	4.0	5	5.7	2	2.8
P. M.										
12-3.....	157	18.4	121	20.3	10	9.9	19	21.6	7	9.9
3-6.....	215	25.1	150	25.2	13	12.9	32	36.4	20	28.2
6-9.....	178	20.8	126	21.2	19	18.8	16	18.2	17	23.9
9-12.....	113	13.2	76	12.8	25	24.6	6	6.8	6	8.3
Number P.M.	663		473		67		73		50	
Per Cent. P.M.		77.5		79.5		66.3		83.0		70.4

GRAPH 3.

GRAPH SHOWING THE PER CENT. DISTRIBUTION OF NON-FATAL ACCIDENTS BY TIME OF THE DAY BY MAJOR CAUSES.†



* See note to Table V.

† See note to Table 5.

By distributing by hours of the day and by major causes the non-fatal accidents occurring during the four-month period, some interesting comparisons follow:

Collision of automobiles are responsible for one hundred and one accidents within the four-month period. Of these, twenty-five, or 24.7 per cent., occur between the hours 9 to 12 p. m., and twenty-four, or 23.8 per cent., between 12 midnight and 3 a. m. Together this six-hour period—one quarter of the day—represents forty-nine instances, or 48.5 per cent. of all the accidents from this cause. Relatively, the period 12 midnight to 3 a. m., for collisions, is as important as the periods 3 to 6, or 6 to 9 p. m. for cause 10—struck by automobile—or 12 to 3 p. m. for cause 19—struck by motor-truck. The number and per cent. distribution of non-fatal accidents for specific causes during the four-month period is set out in Table VII and Graph 3.

TABLE VIII.

TABLE SHOWING NON-FATAL ACCIDENTS FROM SPECIFIC CAUSES DISTRIBUTED BY MONTHS AND BY HOURLY GROUPS.

Hourly groups	Months									
	Total		April, 1918		July, 1918		November, 1918		January, 1919	
	Number	Per cent.	Number	Per cent.	Number	Per cent.	Number	Per cent.	Number	Per cent.
Total.....	855	100.0	184	100.0	207	100.0	290	100.0	174	100.0
A.M.										
12-3.....	49	5.7	8	4.3	13	6.3	16	5.5	12	6.9
3-6.....	27	3.2	2	1.1	4	1.9	16	5.5	5	2.9
6-9.....	34	4.0	10	5.4	7	3.4	10	3.5	7	4.0
9-12.....	82	9.6	16	8.7	23	11.1	33	11.4	10	5.8
P.M.										
12-3.....	157	18.4	38	20.7	49	23.7	33	11.4	37	21.2
3-6.....	215	25.1	46	25.0	51	24.6	77	26.5	41	23.6
6-9.....	178	20.8	35	19.0	30	14.5	69	23.8	44	25.3
9-12.....	113	13.2	29	15.8	30	14.5	36	12.4	18	10.3
Number P.M.	663		148		160		215		140	
Per cent. P.M.		77.5		80.4		77.3		74.1		80.5

The eight hundred and fifty-five non-fatal accidents occurring during the four months, due to the specific causes 10, 5, 19, and 1, are distributed by months and by hourly groups in Table VIII.

Cause 10—struck by automobiles—contributed five hun-

dred and ninety-five, or 52.7 per cent. of the non-fatal accidents from specific causes. These were distributed among the months, April, July, and November, 1918 and January, 1919, respectively, as follows: 22.5 per cent.; 23.4 per cent.; 35.1 per cent. and 19.0 per cent.

By days of the week during the four-month period, the non-fatal accidents from specific causes are set out below.

TABLE IX.

TABLE SHOWING NON-FATAL ACCIDENTS DUE TO SPECIFIC CAUSES DISTRIBUTED BY MONTHS AND DAYS OF THE WEEK.

Days	Months									
	Total		April, 1918		July, 1918		November, 1918		January, 1919	
	Num- ber	Per- cent.	Num- ber	Per- cent.	Num- ber	Per- cent.	Num- ber	Per- cent.	Num- ber	Per- cent.
Total.....	855	100.0	184	100.0	207	100.0	290	100.0	174	100.0
Sunday.....	94	11.0	24	13.0	24	11.6	30	10.3	16	9.2
Monday.....	143	16.7	33	17.9	27	13.0	67	23.1	16	9.2
Tuesday.....	96	11.2	20	10.9	24	11.6	33	11.4	19	10.9
Wednesday.....	114	13.3	17	9.2	41	19.8	31	10.7	25	14.4
Thursday.....	116	13.6	29	15.8	22	10.6	41	14.1	24	13.8
Friday.....	130	15.2	22	12.0	33	16.0	39	13.5	36	20.7
Saturday.....	162	19.0	39	21.2	36	17.4	49	16.9	38	21.8

The distribution by specific causes for the several days of the week is shown below.

TABLE X.

TABLE SHOWING NON-FATAL ACCIDENTS BY SPECIFIC CAUSES BY DAYS OF THE WEEK.

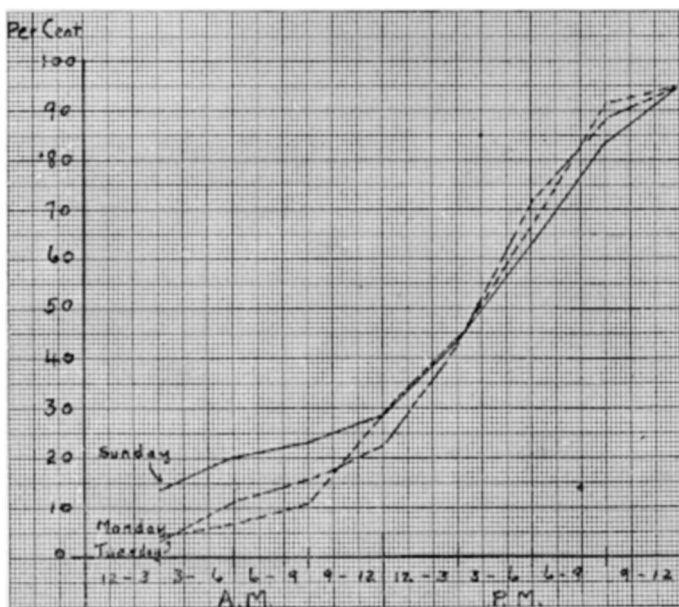
Days	Specific Causes*									
	Total		10		5		19		1	
	Num- ber	Per- cent.	Num- ber	Per- cent.	Num- ber	Per- cent.	Num- ber	Per- cent.	Num- ber	Per- cent.
Total.....	855	100.0	595	100.0	101	100.0	88	100.0	71	100.0
Sunday.....	94	11.0	54	9.1	25	24.8	1	1.1	14	19.7
Monday.....	143	16.7	113	19.0	11	10.9	12	13.6	7	9.9
Tuesday.....	96	11.2	66	11.0	11	10.9	10	11.4	9	12.7
Wednesday.....	114	13.3	86	14.5	9	8.9	11	12.5	8	11.3
Thursday.....	116	13.6	79	13.3	12	11.9	11	12.5	14	19.7
Friday.....	130	15.2	88	14.8	17	16.8	22	25.0	3	4.2
Saturday.....	162	19.0	109	18.3	16	15.8	21	23.9	16	22.5

* See note to Table V.

The hourly distribution of the non-fatal accidents from specific causes, as a total for the days of the week during the four-month period under consideration, reveals some interesting comparison. The absolute and comparative data are given in Table XI and in Graphs 4 and 5.

GRAPH 4.

GRAPH SHOWING THE PER CENT. DISTRIBUTION CUMULATIVELY OF NON-FATAL ACCIDENTS BY DAYS AND TIME OF THE DAY.



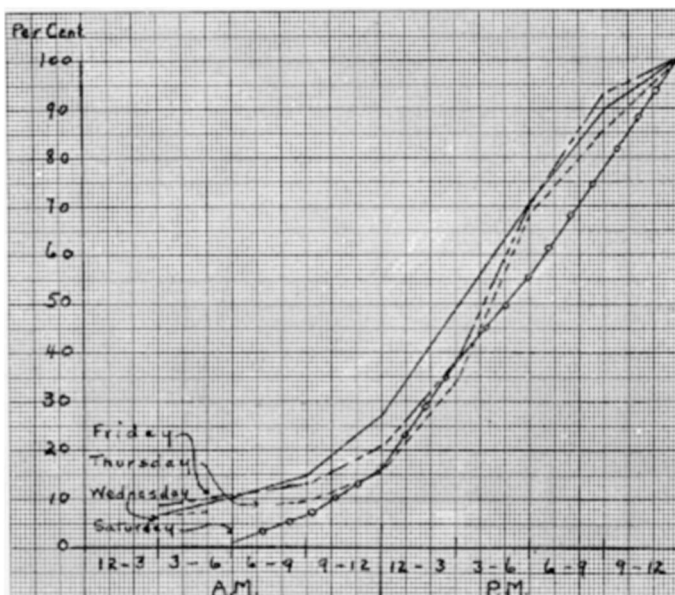
Approaching the non-fatal accidents from another angle, that is, from the point of view of the distribution by hourly groups during successive days for the four-month period, the following details are interesting: Of the forty-nine accidents occurring between midnight and 3 a. m., thirteen, or 26.6 per cent., happened on Sundays, and eleven, or 22.5 per cent. on Fridays. For the period 3 to 6 a. m., six or 22.3 per cent., occurred on Sundays, and eight, or 29.6 per cent., on Tuesdays. The period, 9 to 12 p. m., is responsible for one hundred and thirteen accidents. Of these fifteen, or 13.3 per cent., occurred Sunday, and thirty-seven, or 32.7 per cent., on Saturday evenings.

TABLE XI.
TABLE SHOWING NON-FATAL ACCIDENTS FROM SPECIFIC CAUSES CLASSIFIED BY DAYS AND BY HOURLY GROUPS.

Hourly groups	Days of the Week															
	Total		Sunday		Monday		Tuesday		Wednesday		Thursday		Friday		Saturday	
	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.
Total.....	855	100.0	94	100.0	143	100.0	96	100.0	114	100.0	116	100.0	130	100.0	162	100.0
A.M.																
12 to 3.....	49	5.7	13	13.8	6	4.1	3	3.1	8	7.0	8	6.9	11	8.5	..2	....
3 to 6.....	27	3.2	6	6.4	4	2.8	8	8.3	4	3.5	...	...	3	2.3	...	1.2
6 to 9.....	34	4.0	3	3.2	6	4.2	4	4.2	5	4.4	...	...	4	3.1	9	5.6
9 to 12.....	82	9.6	5	5.3	25	17.5	7	7.3	14	12.3	7	6.0	9	6.9	15	9.3
P.M.																
12 to 3.....	157	18.4	14	14.9	23	16.1	19	19.8	24	21.1	21	18.1	22	16.9	34	21.0
3 to 6.....	25.1	19	20.2	31	21.7	28	29.2	25	21.9	40	34.5	42	32.3	30	18.5	21.6
6 to 9.....	178	20.8	19	20.2	36	25.2	16	16.7	22	19.3	20	17.3	30	23.1	35	21.6
9 to 12.....	113	13.2	15	16.0	12	8.4	11	11.4	12	10.5	17	14.6	9	6.9	37	22.8
Number P.M.	663	77.5	67	71.3	102	71.3	74	77.1	83	72.8	98	84.5	103	79.2	136	83.9
Per cent P.M.																

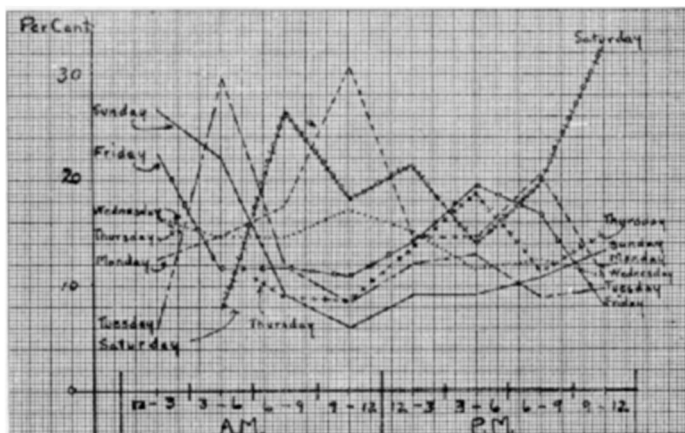
GRAPH 5.

GRAPH SHOWING THE PER CENT. DISTRIBUTION CUMULATIVELY OF NON-FATAL ACCIDENTS BY DAYS AND TIME OF THE DAY.



GRAPH 6.

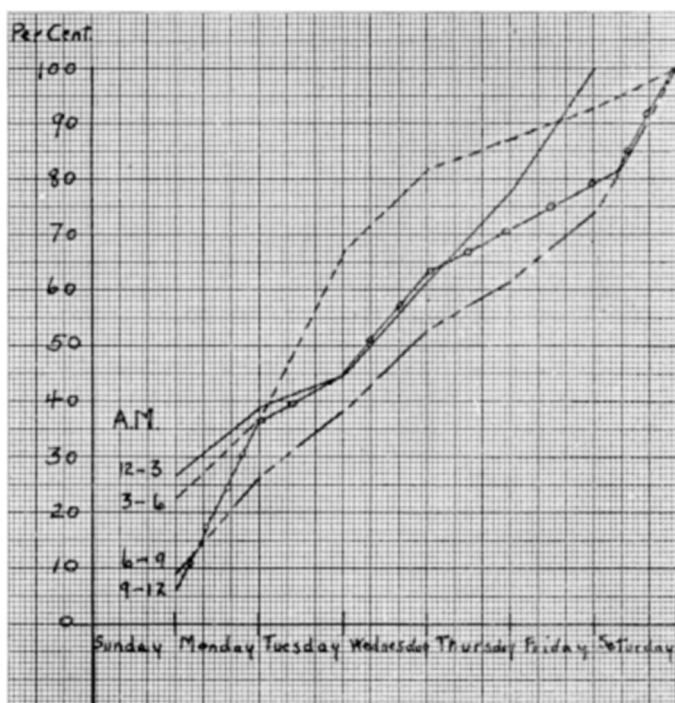
GRAPH SHOWING THE PER CENT. DISTRIBUTION OF NON-FATAL ACCIDENTS THROUGHOUT EACH DAY OF THE WEEK BY TIME OF THE DAY.



The above relations for the 9 to 12 p. m. period, as well as for the others during the twenty-four hours, are specifically set out both absolutely and relatively in Table XII and in Graphs 6, and 7 and 8. On Graph 6 the accidents for the several days are distributed by hourly groups, and in Graphs 7 and 8, the accidents by hourly groups are distributed cumulatively throughout the week.

GRAPH 7.

GRAPH SHOWING THE PER CENT. DISTRIBUTION OF NON-FATAL ACCIDENTS BY A. M. HOURLY GROUPS THROUGHOUT EACH DAY OF THE WEEK.



Similarly, Table XIII shows the distribution of the five hundred and ninety-five non-fatal accidents resulting from cause 10—being struck by automobiles.

GRAPH 8.

GRAPH SHOWING THE PER CENT. DISTRIBUTION OF NON-FATAL ACCIDENTS BY P. M. HOURLY GROUPS THROUGHOUT EACH DAY OF THE WEEK.

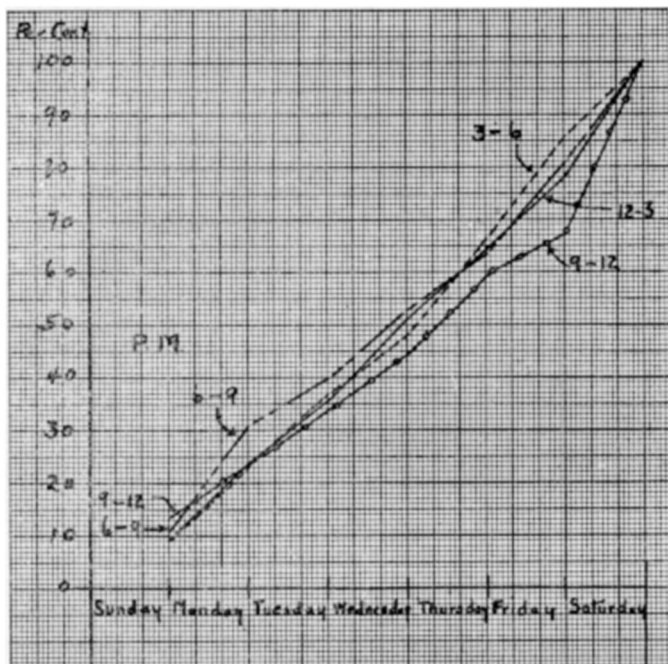


TABLE XIV.

TABLE SHOWING THE NUMBER AND PER CENT. OF PRECINCTS REPORTING FATAL AND NON-FATAL ACCIDENTS FROM SPECIFIC CAUSES* DURING THE FOUR-MONTH PERIOD.

Month	Precincts				
	Total	Fatal Accidents		Non-fatal Accidents	
		No. reporting	Per cent. reporting	No. reporting	Per cent. reporting
Total.....	136	52	38.2	119	87.5
April, '18.....	34	11	32.4	30	88.2
July, '18.....	34	11	32.4	34	100.0
November, '18.....	34	21	61.8	34	100.0
January, '19.....	34	9	26.5	21	61.8

* See note to Table V.

Brief attention should be given to the distribution throughout the city of fatal and non-fatal accidents. In each month the per cent. of precincts reporting fatal and non-fatal accidents was as given in Table XIV.

The frequencies of both fatal and non-fatal accidents by precincts during the four months are shown in Tables XV and XVI. The fatal accidents are listed singly and the non-fatal ones in groups of five.

TABLE XV.

TABLE SHOWING BY MONTHS THE FREQUENCY DISTRIBUTION OF PRECINCTS BY NUMBER OF FATAL ACCIDENTS.

Fatal Accidents Frequency	Number and Per cent. of Precincts by Months									
	Total		April, 1918		July, 1918		November, 1918		January, 1919	
	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.
Total.....	52	100.0	11	100.0	11	100.0	21	100.0	9	100.0
1.....	41	78.8	8	72.7	9	81.8	16	76.2	8	88.9
2.....	8	15.4	2	18.2	2	18.2	3	14.3	1	11.1
3.....	1	1.9	..	...	..	....	1	4.7	..	....
4.....	2	3.9	1	9.1	..	....	1	4.8	..	....

TABLE XVI.

TABLE SHOWING BY MONTHS THE FREQUENCY DISTRIBUTION OF PRECINCTS BY NUMBER OF NON-FATAL ACCIDENTS.

Frequency groups	Number and Per cent. of Precincts by Months									
	Total		April, 1918		July, 1918		November, 1918		January, 1919	
	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.	Num- ber	Per cent.
Total.....	119	100.0	30	100.0	34	100.0	34	100.0	21	100.0
0 to 5.....	19	16.0	6	20.0	7	20.6	3	8.8	3	14.3
5 to 10.....	56	47.1	14	46.7	16	47.1	14	41.2	12	57.1
10 to 15.....	28	23.5	5	16.7	7	20.6	12	35.3	4	19.0
15 to 20.....	10	8.4	2	6.7	3	8.8	4	11.8	1	4.8
20 to 25.....	2	1.7	2	6.6	..	....	..	....	..	....
25 and over*	4	3.3	1	3.3	1	2.9	1	2.9	1	4.8

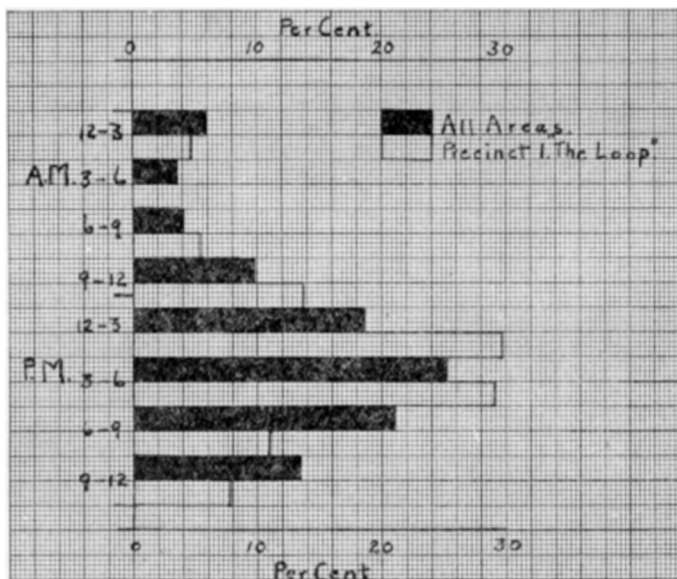
* 1 at 27; 1 at 36; 1 at 41; 1 at 50.

Precinct 1 is almost identical with "The Loop" district, being bounded on the south by Van Buren street, on the east

by the lake, and on the north and west by the Chicago River. During the four months under consideration, one fatal accident, from the causes analyzed, occurred within this territory. The number of non-fatal accidents was 154, or 13.7 per cent. of the 1,128 for the entire city. The distribution of the accidents by intersecting streets is shown in Table XVII, and the time of their occurrence during the day by hourly groups, in Table XVIII. Graphically, the relationship of this distribution for the hours of the day, to that for all areas for accidents from specific causes, is shown in Graph 9.

GRAPH 9.

BAR DIAGRAMS SHOWING THE PER CENT. DISTRIBUTIONS OF NON-FATAL ACCIDENTS BY TIME OF THE DAY BY AREAS.



Of the 118 non-fatal accidents occurring in Precinct 1 in the afternoon, 103, or 87.3 per cent., were due to being struck by automobiles. By hours of the afternoon, this cause is responsible for the following proportions: 12 to 3 p. m., 93.3 per cent.; 3 to 6 p. m., 81.8 per cent.; 6 to 9 p. m., 88.2 per cent.; 9 to 12 p. m., 83.3 per cent.

TABLE XVII.
TABLE SHOWING THE NUMBER OF NON-FATAL ACCIDENTS OCCURRING IN PRECINCT 1—"THE LOOP"—DURING FOUR MONTHS.

Streets—East and West	Total	Streets—North and South									
		Michigan Avenue	Wabash Avenue	State Street	Plymouth Court	Dearborn Street	Clark Street	LaSalle Street	Wells Street	Franklin Street	Market Street
Total	154	5	27	49	1	17	23	15	8	5	4
Rush St. Bridge.....	1	1									
Dock.....	1		1			1					
South Water.....	4	1	1			1					
Lake.....	10		3	1			1	1			
Randolph.....	10	2	2	5		2	4	3	1		1
Washington.....	23	1	2	7		3	6	2	1	1	
Madison.....	24		3	8		3	3	3	1		
Monroe.....	20		7	3		3	3	3	1	1	2
Adams.....	21		3	5		2	4	2	2	1	1
Jackson.....	31		5	14		2	1	1			
VanBuren.....	9			2	1	2					

TABLE XVIII.

TABLE SHOWING THE NUMBER AND PER CENT. DISTRIBUTION OF ALL NON-FATAL ACCIDENTS IN PRECINCT 1—"THE LOOP"—BY HOURLY GROUPS.

Hourly groups	All Causes	
	Number	Per cent.
Total.....	154	100.0
A. M.		
12 to 3.....	7	4.6
3 to 6.....	..	..
6 to 9.....	8	5.2
9 to 12.....	21	13.6
P. M.		
12 to 3.....	45	29.2
3 to 6.....	44	28.6
6 to 9.....	17	11.0
9 to 12.....	12	7.8
Number—P. M.....	118	
Per cent.—P. M.....		76.6

The reports are not sufficiently explicit to serve as a satisfactory record of the nature of the injury. Undoubtedly minor injuries as reported, not infrequently develop later to be serious. A detailed and individual canvass of each injured person would be necessary to establish the true nature of the injury. This was not possible, however, respecting the accident data herewith presented, so it has seemed advisable to omit entirely any analysis of this phase of the data. From the points of view treated, the data seem to have some interest, and they are presented here because they seem to throw light on certain types of traffic accidents in a modern city.